

		DISPLACEMENTS				WETLANDS					
BYPASS AREA	OPTIONS	Res.	Com.	Other	Total	ADID hectares (acres) / sites	NON-ADID hectares (acres)	DESIGNATED LANDS hectares (acres)	TRAVEL BENEFITS		COMMENTS
									(veh/pk pd)*	(%)**	
LIBERTYVILLE	THROUGH-TOWN	35	69	7	111	0 (0) / 0	0.9 (2.2)	0.2 (0.4)	8,900		- Severe downtown disruption that would displace most all vintage buildings housing the retail core with no suitable replacement; vintage urban character would be completely displaced along with severe disruption to a pedestrian oriented area
	EAST	28	15	5	48	0.2 (0.6) / 2	4.9 (12.1)	1.9 (4.8)	5,500	10%	- Fewest Displacements
											- Relieves IL 21
	WEST	100	33	8	141	0.1 (0.3) / 3	1.3 (3.2)	0.1 (0.2)	6,000	20%	- Most displacements
											- Relieves existing IL 21
MUNDELEIN	THROUGH-TOWN	40	64	4	108	0 (0) / 0	1.4 (3.5)	0 (0)	6,900		- Severe downtown disruption that would cause the lose of over 50% of their commercial businesses
	EAST	89	44	15	148	0.1 (0.2) / 1	3.3 (8.2)	0 (0)	5,000	30%	- High displacements
											- Relieves traffic on US 45
	WEST B	40	66	4	110	0 (0) / 0	2.9 (7.1)	0 (0)	4,000	37%	- Improves access to existing development
											- High displacements
	WEST C	12	42	1	55	0.2 (0.6) / 2	3.2 (8.0)	0.1 (0.2)	4,100	42%	- Relieves traffic on US 45
											- Improves thru trip travel
											- Has the least displacements of any bypass option in this area
											- Improves thru trip travel
DOLAKE	THROUGH-TOWN	36	34	0	70	0 (0) / 0	0.61 (1.5)	0 (0)	8,100		- Relieves traffic on US 45
											- Severe disruption to developed corridor...high displacements
	BYPASS	15	29	1	45	0.2 (0.6) / 2	2.1 (5.3)	0.2 (0.6)	2,000	40%	- Change character of lakefront development
											- Least displacements
US 12	THROUGH-TOWN	4	16	0	20	0.1 (0.2) / 2	0.04 (0.1)	0 (0)	11,100		- Relieves traffic on IL 60
											- Improvements on the existing route would be compatible with the quality and character of this auto oriented commercial corridor
	BYPASS	16	7	0	23	0.3 (0.8) / 2	0.6 (1.5)	0 (0)	6,500	13%	- Uses existing high-type roadways
											- Displacements comparable
GLAKES	THROUGH-TOWN	26	31	5	62	0.3 (0.7) / 3	1.5 (3.7)	0 (0)	6,000		- Displacements high
											- Major disruption along existing corridor
											- Two secondary schools are located across the street from each other along the existing IL 120
	BYPASS	16	7	8	31	0.2 (0.6) / 1	6.19 (15.3)	1.2 (3.0)	7,200	50%	- Lower displacements
											- Relieves traffic on existing IL 120

* Volumes are for p.m. peak in both directions of travel in the year 2020.
 ** Percent reduction in travel along through-town route (as an improved route).

Shaded

: Selected Route/Bypass

FIGURE 3-11
 Community Bypass Evaluation Summary